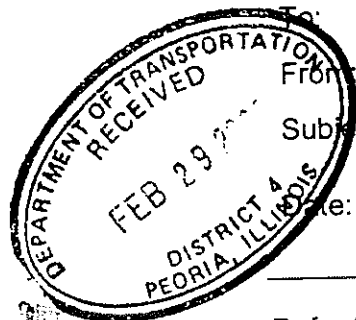




Illinois Department of Transportation

Memorandum



To: J. E. Crowe

Attn: Prog. Development Engineer

From: William T. Sunley

By: Peter J. Frantz

Subject:

PESA Review

Date:

February 25, 2000

Peter J. Frantz

Refer to: FAP Route 313 (US 34), Section 4, 5, 6, 7, 8
 Job No. P-94-030-95
 Improvements Along Existing NW Bypass Around Monmouth
 from East of Carman Rd. to US 67 at Monmouth
 Henderson, Warren Counties
 ISGS # 1040A

Attached is a copy of the Preliminary Environmental Site Assessment conducted by the Illinois State Geological Survey (ISGS) for the subject project as described in your Hazardous Waste Survey Request.

Volatile organic testing was done for this project and the attached (ISGS) report indicates possible detection of contamination at three sites. The report has assessed a **high** risk for this project and recommends that further soil boring and sample analysis needs to be performed to determine the precise nature and extent of the contamination if additional right-of-way is required at these locations.

It is the opinion of this office, in consultation with the Chief Counsel's Office, that if right-of-way acquisition **does not include the ownership or operation** of any underground storage tanks and if construction excavation and **utility relocation** do not exceed the maximum testing depth at each site and does not exceed

2.7 meters (9 feet) within 15 meters (50 feet) of soil boring 1040A-6b at Wareco # 340, 1125 North Main St.;

0.6 meters (2 feet) within 7.6 meters (25 feet) of soil boring 1040A-7a and 0.9 meters (3 feet) within 7.6 meters (25 feet) of soil boring 1040A-7b at Stockland FS Inc., 1010 North Main St.;

0.9 meters (3 feet) at CMS Tire Service/Morath Automotive Repair (Site 1040A-8), 1121 West Broadway Ave.,

then no additional preliminary testing for the project is necessary. *In addition, a magnetic anomaly was detected adjacent to existing IDOT ROW at Gibbi's Hamburgers (Site 1040A-4). This anomaly may indicate the presence of an UST.*

Page 2

February 25, 2000

If the above stipulations can be met, then the project will be in compliance with Departmental Hazardous Waste Policy LEN-13. If the stipulations cannot be met, then the statewide consultant should be requested to perform additional investigations. Please notify this office of any actions you may decide to take concerning these sites (i.e., avoidance, further investigation, etc.). The attached transmittal form is provided for your convenience.

Other findings and recommendations of the report should be carefully considered. *Please note that buildings in the project area and soils along the former Chicago, Burlington & Quincy railroad tracks (Site 1040A-K) may have friable asbestos-containing materials. Also, natural earth slumps involving loess over glacial drift situated on Pennsylvanian bedrock may occur along the alignment of Markham Creek.*

A copy of the ISGS report has been sent to the State Fire Marshal as notification of an unregistered UST. Although they have been asked to investigate at their earliest convenience, we can proceed using our own policy and procedures.

If you have any questions regarding this report or the tasking of the statewide consultant, please contact John Washburn at 217/782-7074 or Steven Gobelman at 217/785-4246.

Attachment

cc: Randy Schick
Central Bureau of Land Acquisition
District Bureau of Land Acquisition
District Utility Coordinator
Scott Stitt
Mike Berry

S:\GEN\WPDOCS\MEHRA\PHASE\DISTR4\1040A.doc

PESA

Submittal Date: Sequence No: 238
District: 4 Requesting Agency: DOH Project No:
Contract #: Job No.: P- 94-030-95
Counties: Henderson, Warren
Route: FA 313 Marked: U.S. 34
Street: Section:
Municipality(ies): Gulfport, Biggsville, Monmouth Project Length: 40.234 km 25 miles
From/To (At): Carman road near Gulfport to U.S. 67 near Monmouth
Quadrangle: Township-Range-Section:
Anticipated Design Approval: Cleared for Design Approval:
Anticipated Letting Date: Cleared for Letting: ☐ Target Memo

Sent for Survey	PESA Report Received	District Notified	Letter Report Received	District Notified	PESA Number	Risk Level	Survey Results to Fire Marshal	Survey Results to IEPA
04/16/1999	09/16/1999	09/16/1999			1040	High		

☐ Waiver Waiver Request Approved:

Comments:

PESA Response Date: 12/10/2001

Action ☐ District will not need ROW from the contaminated property

Taken by ☐ Avoid Site

District: ☐ Excavation will not exceed recommended depths

☒ Further Investigation

☐ Other - Use Comments Section

Comments: Recommended excavation limits will be exceeded at Sites 1040-1, 1040-3 and 1040-6

Contact Person: Paula Green Telephone: (309) 671-3478 ext.

Work Order Work Order Submittal Date:

Project Description: 4 lane improvement along existing with new alignment at selected sites along U.S. 34 from Carman Road to Monmouth. Requesting surveys within 300 feet each side of selected

Survey Type: Potential Waste Site(s) ☐ UST-LUST ☐ Miscellaneous and Testing

Reason Why Site(s)

Cannot Be Avoided:

Property to be surveyed is owned by IDOT:

Property Owner/Tenants has been notified of future survey by certified letter:

B-28

**Meeting Minutes
Concurrent NEPA/404 Meeting
September 29, 1997
U. S. 34 (FAP 313)
Gulfport to Monmouth
Henderson and Warren Counties
P-94-030-95
Catalog No. 031314-00**

The objective of the meeting was to gain concurrence of the US 34 Purpose and Need and Alternatives to be Carried Forward.

I. Purpose and Need

The first sentence of the Purpose and Need reads, "The proposed action is to provide an improved transportation facility for local and regional traffic in Henderson and Warren Counties which includes providing a continuous four-lane link between the existing freeway east of Monmouth and the Mississippi River at Gulfport."

Mike MacMullen indicated that the Purpose and Need should not dictate that a four-lane facility was the only option available.

After a discussion of Mr. MacMullen's comment, it was agreed to edit the Purpose and Need to read as follows, "The proposed action is to provide a high-type transportation facility for local and regional traffic in Henderson and Warren Counties linking the existing freeway east of Monmouth and the bridge across the Mississippi River at Gulfport."

Concurrence was given to the Purpose and Need based on inclusion of the above stated revision.

II. Alternatives to be Carried Forward

Three separate issues were addressed as alignments to be carried forward. These were:

- A. Two-Lane vs. Four-Lane
- B. Freeway vs. Expressway
- C. Alignments Recommended for Further Study

A. Two-Lane vs. Four-Lane

Mike MacMullen stated he was not prepared to eliminate an improved two-lane from consideration. John Betker also initially stated a "super two" needed to be explored further.

IDOT responded that an improved two-lane highway would not provide the level of service (LOS) necessary. IDOT design criteria recommends an LOS of B for a rural highway facility. For the purpose of determining the viability of retaining the improved two-lane as an alternate a design year traffic analysis was performed. Capacity analysis for the design year 2025

concluded an improved two-lane facility would not efficiently carry the projected traffic. With an improved two-lane most of the study area would experience LOS of C and D in the design year. The results of the capacity analysis are summarized on page 10 of the handout.

Dennis Johnson, FHWA indicated that four-lane facilities are strategically planned based upon a minimum level of service B in rural locations and that this project is not like the Route 267 project which did not have the volumes of traffic projected for Route 34. An improved two-lane highway on this portion of US 34 does not meet IDOT's minimum criteria for level of service. Truck volumes using Route 34 since the new four-lane bridge over the Mississippi River was opened range from 13 to 31%.

The percentage of trucks and volume of traffic on this section of US 34 is expected to remain high since US 34 is a regional facility providing a major east-west route for western Illinois. The nearest Mississippi River crossings are at Muscatine, Iowa, approximately 46 miles north and at Niota, Illinois, approximately 17 miles south.

An improved two-lane highway, therefore, will not meet the project needs to improve system capacity, system continuity or travel safety, and is not recommended to be carried forward. A discussion of an improved two-lane facility and why it was not carried forward will be included in the Alternative Section of the EIS.

B. Freeway vs. Expressway

It was discussed whether the proposed facility should be an expressway or freeway. Dennis Johnson, FHWA, asked if an expressway could be converted to a freeway in the future. IDOT stated that it is not anticipated that the facility will need to be upgraded to a freeway since an expressway is expected to provide an adequate level of service for in excess of 40 years. The Design Report will include a brief discussion of the work necessary to upgrade the facility to a freeway. If the selected location optimizes the use of existing right of way it may not easily be converted to a freeway. Generally speaking a freeway would require a location off of the existing US 34 roadway to reduce relocations and for ease of providing adjacent property owners access to the roadway system. Concurrence to drop the freeway alternative was granted.

C. Alignments Recommended for Further Study

Recommendations for elimination of certain Preliminary Alignments was presented next. The corridor was divided into six geographic sections for analysis. Section 1 has thirteen alignments of which seven are recommended for elimination. Section 2 has six alignments of which three are recommended for elimination. Section 3 has nine alignments of which four are recommended for elimination, including all of the through town alignments in Biggsville. Section 4 has three alignments of which one is recommended for elimination. Section 5 has eight alignments of which two are recommended for elimination. Section 6 included special studies for the Monmouth area. In Section 6 it is recommended to eliminate a southeast bypass from further consideration. No comments were made on the routes investigated or the recommendations for elimination from further study.

John Betker, COE, asked if there are other factors that are as sensitive as wetlands. Paula Green indicated that since the project corridor is predominantly agricultural, the farming

B-28

community is concerned about impacts to agricultural resources. John Betker asked if these were significant impacts. It was stated that all alignments were laid out to minimize impacts, but 500 to 600 acres of farmland conversion could be involved. This will likely be defined by the Department of Agriculture as a substantial impact. IDOT also stated that alignments are proposed to use as much of the existing right of way as possible.

The USEPA stated that they were comfortable with the alignments remaining and that the ones eliminated from further study were justified by the reasoning given.

The Corps of Engineers stated that they were satisfied with the wetland approach and it provided a prudent and fair assessment of the wetland impacts. No concerns were voiced regarding floodplain impacts.

The attendees agreed the project should proceed for now as an EIS due to the amount of farmland potentially impacted. It was agreed that the remaining alignments, shown on the attached map, should continue to be investigated by IDOT. No additional alignments to be carried forward were suggested by the attendees.

B-28

DEC-01-1997 11:43

ENVIRONMENT

217 524 9356 P.01

7-11 FAX INQUIRY

From <i>Kathy Ames</i>	
Co.	
Phone #	
Fax #	

3n-In Sheet
MERGER MEETING
ember 29, 1997

Organization	Telephone No.	Fax No.
<i>Kevin Kell</i>	(312) 662-4141	(312) 341-5605
<i>Paul Ziggers</i>	217 824-4534	217 529-8278
<i>Matt Marchand</i>	217 744 0603	
<i>C. Steve Homan</i>	217 785-5500	
<i>Joe Catalano</i>	712-663-4141	712-341-5605
<i>VARGHESE KURIEN</i>	217/782-0610	217/782-9891
<i>Christopher Rodgers</i>	815/284-5455	
<i>Gregory J. Hill</i>	815 284 5450	
<i>Mike McMullen</i>	312/886-7342	312/353-5374
<i>Michael Buss</i>	217-782-7077	217-524-9356
<i>JOHN BETTER</i>	309 784-5380	5191
<i>Charles Perino</i>	217 785-2130	
<i>JOHN WEGMEYER</i>	815-284-5351	815-284-5903
<i>PAUL TUFTS</i>	708-283-3540	708-285-3500
<i>SERIN PARK</i>	217-492-4626	217-492-4621
<i>Wayne Fischer</i>	(309) 793-5800	309-793-5804
<i>Barbara Stevens</i>	217 785 4245	
<i>CINDY PARKER</i>	217 785 2833	
<i>Kathy Ames</i>	(312) 705-0285	217-524-0989
<i>Ken Ness</i>		
<i>Deann Johnson</i>	217-492-4625	217-492-4621
<i>Butch Waidlich</i>	" " -4622	"
<i>Krieth Hornschwager</i>	" " -4620	"

2:7 524 9356 P.02

